

Entertainments.

THEATRE ROYAL.

THIS EVENING, 16th July.

THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.
Director: Mr. F. M. W. WILKINSON.
Will make their first appearance at the above place, on MONDAY, 17th July, at 8 p.m., instead of as previously advertised.

CAST OF CHARACTERS.
Geoffrey Wilder - Mr. Charles Fisher.
Harry Sherwood - H. M. Evans.
John Tuppitt - C. S. Smith.
Tom Strutt - H. H. H. H.
Luecher - Miss Maudie Hare.
Dorothy Buntin - Miss Maudie Hare.
Lydia Hawthorne - Miss Maudie Hare.
Phyllis - Miss Maudie Hare.
Lily Plunkett - Miss Maudie Hare.
Mrs. Pritchard - Miss Maudie Hare.
Act I.—H. H. GARDNER. Act II.—H. H. GARDNER.
Act III.—H. H. GARDNER. Act IV.—H. H. GARDNER.
Conductor—Mr. A. ROBERTSON.

Subscription Nights—Monday, Thursday, and Saturday.
The Directorates guarantee twelve distinct productions and no repeat on any Subscription Night. Season Ticket for the series, \$24.

To Season Ticket Holders.
MONDAY & WEDNESDAY, July 16th & 18th—DOROTHY.
THURSDAY, July 19th—MARTINA.
SATURDAY, July 21st—FARICAL COMEDY 'THE ARABIAN NIGHTS'.

Prices \$3, \$2, and \$1. Plan for the first performance will be open on Saturday morning.

TRAIN from PEAK 8.45 P.M., return MIDNIGHT.

All communications to PEMBERTON W. WILKINSON, Hongkong Hotel. Panel Portraits of the Company by the Celebrated Vander Weyde on view at Messrs KELLY & WALSH, Hongkong Hotel, &c.
Hongkong, July 16, 1888. 1172

To-day's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

CLOSED, CLOSED, CLOSED.

TO-NIGHT!

TO-NIGHT!!

TO-NIGHT!!!

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

THE FASHIONABLE RESORT OF HONGKONG.

RE-OPENING

TO-MORROW (TUESDAY),

the 17th July, 1888.

GREAT DOUBLE PROGRAMME.

THE SCREAMING SKETCH.

TWO OTHELLOS.

THE STILT ACT.

THE CONJURATION ACT.

ALICE MOORE.

THE GRACEFUL EQUESTRIENNE.

N.B.—Look out for the LIVERPOOL STREET THEATRE with all the exciting scenes of a Racecourse.

Prices of Admission:

Private Boxes containing Six Chairs \$12.00
Single Chairs in Boxes 2.00
Dress Circle Chairs 1.50
Stalls (Carpeted Seats) 50
Pit 25
Children under 12 years of age and Naval and Military in Uniform Half-price to all parts except to Pit.
N.B.—No Europeans will be admitted to the Pits.

Boxes and Seats can be reserved at Messrs. KELLY & WALSH, Ltd.

ROBT. LOVE, General Agent.

Hongkong, July 16, 1888. 1184

CANADIAN PACIFIC STEAMSHIP LINE.

WANTED.

A SURGEON for the British Steamship Albany.

Apply to
ADAMSON, BELL & Co., Agents.

Hongkong, July 16, 1888. 1187

A LADY just arrived from England who teaches good English, Music, Drawing, French and German desires a situation. Highest references. Good salary.

Address, 'A. B. C.,'
Care of China Mail Office.

Hongkong, July 16, 1888. 1189

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship Namo, Captain POCOCK, will be despatched for the above Ports on WEDNESDAY, the 18th Inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co., General Managers.

Hongkong, July 16, 1888. 1182

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship Nippon, Captain SUGI, will be despatched for the above Ports on or about WEDNESDAY, the 18th Instant.

G. DE CHAMPEAUX, Agent.

Hongkong, July 16, 1888. 1181

To-day's Advertisements.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)
The P. & O. S. N. Co.'s Steamship Matura, will leave for the above places TO-MORROW, 17th July, at Noon, instead of as previously advertised.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1888. 1116

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship Khita, will leave for the above places TO-MORROW, 17th July, at Noon, instead of as previously advertised.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1888. 1188

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamship Mongkut, Captain Geo. ANDERSON, will be despatched for the above Ports TO-MORROW, the 17th Inst., at Noon.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.

Hongkong, July 16, 1888. 1186

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship Formosa, Captain HALL, will be despatched for the above Ports TO-MORROW, the 17th Instant, at 3 p.m.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co., General Managers.

Hongkong, July 16, 1888. 1181

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHIWANG, HANKOW and Ports on the YANGTSE.)
The Co.'s Steamship Kiangsu, Captain SLESSA, will be despatched for the above Ports TO-MORROW (Tuesday), the 17th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, July 16, 1888. 1180

To-day's Advertisements.

FOR YOKOHAMA AND KOBE.

The Steamship Polyhymnia, Captain W. SCHAEFER, will be despatched for the above Ports on WEDNESDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to
SIEMSEN & Co., Agents.

Hongkong, July 16, 1888. 1183

FOR NEW YORK VIA SUEZ CANAL.

The Steamship Monmouthshire, Captain, Commander, will be despatched for the above Port on the 21st Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.

Hongkong, July 16, 1888. 1150

SHIPPING.

ARRIVALS.

July 15, 1888.—
Kwang Koo, Chinese gunboat, from Canton.

Soochow, British steamer, from Manco.

Kulsang, British steamer, from Whampoa.

Resort, American barque, 630, R. G. Watsonhouse, from July 9, General—GOSALVES & Co.

Tsuen, British steamer, 1,450, Allison, from July 13, Tea—BUTTERFIELD & SWIRE.

China, German steamer, 642, J. P. Uderg, from July 11, Paddy—MELCHERS & Co.

British, British steamer, 1,117, Le Boucelier, from July 11, Rico—GIBB, LEVINSOHN & Co.

Caribbrooke, British str., 973, R. Cass, from July 10, Rice and Paddy—MORRIS & RAY.

July 16.—
Oceanic, British steamer, 3,808, Jno. McCallie, from San Francisco June 21, and Yokohama July 10, Mails and General—O. & O. S. S. Co.

Trilov, German str., 1,142, A. Bleicken, from Saigon July 12, General—EVANS & SUTHERLAND & Co.

Delv, Danish steamer, 355, N. C. Revell, from Saigon July 13, and Saigon July 15, General—ANDERSON, KILGUS & Co.

Desani, British steamer, 2,022, P. W. Cass, from Bombay June 30, General—P. & W. S. N. Co.

DEPARTURES.

July 15.—
Glenary, for Shanghai.

Thales, for Coast Ports.

Triumph, for Saigon.

Orestes, for Singapore and London.

Atine, for Swatow.

July 16.—
Chloro, for Saigon.

Prishki Maru, for Kutchinotzu.

Heer, for Tientsin.

CLEARED.

Tinsan, for Sydney.

Soochow, for Hainan.

Guthrie, for Sydney.

Vessels Advertised as Loading.

Destination.	Vessels.	Capitain.	Agents.	Date of Leaving.
Amoy and Tamsui.	Formosa (s).	Hall.	Douglas Larpak & Co.	July 17, at 3 p.m.
Bombay, via Straits.	Khiva (s).	...	...	...
Bremen, and Ports of Call.	Princeton (s).	...	...	...
China, via Suez Canal.	Cassandra (s).	...	...	...
London, via Suez Canal.	Chingwa (s).	...	...	...
London, via Suez Canal.	Ajax (s).	...	...	...
London and Hamburg.	Merionethshire (s).	...	...	...
Marasilles, and Ports of Call.	Saghalien (s).	...	...	...
Nagasaki, Kobe and Yokohama.	Malwa (s).	...	...	...
New York, via Suez Canal.	Monmouthshire (s).	...	...	...
San Francisco, via Yokohama.	City of Sydney (s).	...	...	...
San Francisco, via Yokohama.	Oceanic (s).	...	...	...
San Francisco, via Yokohama.	E. J. Spence.	...	...	...
Shanghai.	Kulsang (s).	...	...	...
Singapore, via Amoy.	Sarpodon (s).	...	...	...
Singapore, Kobe and Yokohama.	Natal (s).	...	...	...
Singapore, Penang and Bombay.	Swatow (s).	...	...	...
Swatow, Amoy and Fochow.	Namo (s).	...	...	...
Yazouy (B.C.), via Yokohama/Albany.	Porter.	...	...	...
Yokohama and San Francisco.	Danube (s).	...	...	...
Yokohama, Kobe and Nagasaki.	General Werdner (s).	...	...	...
Yokohama and Kobe.	Polyhymnia (s).	...	...	...

SHARE LIST—QUOTATIONS.

JULY 16, 1888.

Stocks.	No. of Shares.	Value.	Paid-up.	Position per Last Report.	Balance, forward.	Last Dividend.	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	\$ 125	all	\$ 3,930,000	\$ 20,000.01 at 30 for 1 year working a/c	\$ 30 for 1 year to Dec. 31/87	\$102 3/4 prem.
INSURANCES.							
North-China Insurance Co., Ltd.	5,000	£ 200	all	£ 101,500	£ 406,132.00	£ 23.65 for 1886	£ 378 ex div.
Yangtze Insurance Company, Ltd.	8,000	£ 25	all	£ 50,000	£ 3,059,767 1/2 for 1886	£ 97	
China Insurance Society Co., Ltd.	10,000	£ 250	all	£ 250,000	£ 514,022.00 for 1886	£ 37	
China Traders Insurance Co., Ltd.	83 1/2	£ 25	all	£ 6,000	£ 245,240.00 for 1886	£ 37	
Canton Insurance Office Co., Ltd.	10,000	£ 25	all	£ 250,000	£ 429,377.20 for 1886	£ 187 1/2	
Chinese Insurance Co., Limited.	1,000	£ 25	all	£ 25,000	£ 123,771.20 for 1886	£ 187 1/2	
Hongkong Fire Insurance Co., Ltd.	8,000	£ 25	all	£ 200,000	£ 252,243.30 for 1886	£ 37 1/2	
China Fire Insurance Co., Ltd.	10,000	£ 25	all	£ 250,000	£ 204,003.80 for 1886	£ 37 1/2	
Singapore Insurance Company, Ltd.	40,000	£ 100	all	£ 4,000,000	£ 79,432.52 for 1886	£ 16	
The Straits Fire Insurance Co., Ltd.	20,000	£ 100	all	£ 2,000,000	£ 79,832.02	£ 24 1/2	
STEAMSHIP COMPANIES.							
H.K. & M. Steamship Co., Ltd.	40,000	\$ 20	all	\$ 800,000	\$ 3,696.70 for 1886	\$ 224	
Douglas Steamship Co., Limited.	20,000	\$ 50	all	\$ 1,000,000	\$ 115,131	\$ 2	
Indo-China S. N. Company, Limited.	18,387	£ 10	all	£ 183,870	£ 4,897.50 for 1886	£ 10 1/2	
China and Manila S. S. Co., Ltd.	3,500	\$ 60	all	\$ 210,000	£ 18,886 1/2	\$ 80	
MISCELLANEOUS.							
H.K. & Whampoa Dock Co., Ltd.	12,500	£ 15	all	£ 187,500	£ 1,901.38 for 1886	£ 10 1/2	
H.K. & China Gas Co., Limited.	5,100	£ 10	all	£ 51,000	£ 1,637.31 for 1886	£ 10 1/2	
New Shares.	1,000	£ 10	all	£ 10,000	£ 678.94 for 1886	£ 10 1/2	
Hongkong Hotel Company, Ltd.	3,000	£ 10	all	£ 30,000	£ 15,741.03 for 1886	£ 10 1/2	
China Sugar Company, Limited.	15,000	£ 10	all	£ 150,000	£ 429.60 for 1886	£ 10 1/2	
Hongkong Ice Company, Limited.	5,000	£ 20	all	£ 100,000	£ 429.60 for 1886	£ 10 1/2	
Hongkong Bakery Company, Ltd.	5,000	£ 10	all	£ 50,000	£ 514.02 for 1886	£ 10 1/2	
Luzon Sugar Company, Limited.	7,000	£ 10	all	£ 70,000	£ 239,303.18 for 1886	£ 10 1/2	
Perak Sugar Cultivation Co., Ltd.	5,000	£ 10	all	£ 50,000	£ 111.11 for 1886	£ 10 1/2	
Perak Tin Mining & Sling Co., Ltd.	5,000	£ 10	all	£ 50,000	£ 111.11 for 1886	£ 10 1/2	
Punjab & Sindh Sugar Co., Ltd.	40,000	£ 10	all	£ 400,000	£ 111.11 for 1886	£ 10 1/2	
Malay Co., Ltd.	10,000	£ 10	all	£ 100,000	£ 111.11 for 1886	£ 10 1/2	
H.K. & Whampoa Dock Co., Ltd.	17,000	£ 10	all	£ 170,000	£ 111.11 for 1886	£ 10 1/2	
H.K. & Whampoa Dock Co., Ltd.	3,000	£ 10	all	£ 30,000	£ 111.11 for 1886	£ 10 1/2	
A. S. Watson & Co., Limited.	3,800	£ 100	all	£ 380,000	£ 411.67 for 1886	£ 13 1/2	
H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	£ 125,000	£ 411.67 for 1886	£ 13 1/2	
Societe Francaise de Charbonnages du Tonkin.	8,000	£ 50	all	£ 400,000	£ 411.67 for 1886	£ 13 1/2	
LOANS.							
Chinese Imperial 1884	5,500	\$ 500	all	\$ 2,750,000	8 1/2	yearly, 30 June	4 1/2 prem.
" 1884	5,500	\$ 500	all	\$ 2,750,000	8 1/2	yearly, 30 June	4 1/2 prem.
" 1886	5,500	\$ 500	all	\$ 2,750,000	8 1/2	yearly, 30 June	4 1/2 prem.

* Equalization of Dividend Fund. * Depreciation and Insurance Fund. * At debit.

PASSENGERS.

Assured.

Per Eort, from Hilo, Mrs. Waterhouse and children.
Per China, from Saigon, 75 Chinese.
Per Caribbrooke, from Saigon, 6 Chinese.
Per Oceanic, from San Francisco, &c., Messrs W. Christy, H. P. Hopper, Jr., J. Hunt, and 310 Chinese.
Per Trilov, from Saigon, 118 Chinese.
Per Adie, from Pakhoi, 20 Chinese, 3 women, and 4 children.
Per Decan, from Bombay, &c., Col. Badgley, Mr. Robertson, Mr. L. L. Leek and native servant, and 81 Chinese.
DEPARTURE.
Per Tinsan, for Sydney, 4 Europeans.
Per Soochow, for Hainan, 100 Chinese.
Per Guthrie, for Sydney, 3 Europeans.

SHIPPING REPORTS.

The German steamer China reports: About 120 miles S.S.W. from Ludrona Islands, on the 10th July, from 8 p.m. to 12 p.m., had a violent thunderstorm, with heavy rain from N.W., after that strong S.W. wind, with heavy sea (barometer sinking rapidly) and rain.
The British steamer Caribbrooke reports: Sailed from Saigon at 0.40 p.m., 10th Inst., had fresh to moderate monsoon, with fine weather and following sea to lat. 25° N. thence to port, with moderate wind and sea, with moderate weather and occasional squall and rain; anchored outside Green Island at 10.45 p.m., 14th instant, and proceeded into port next morning at daylight.
The British steamer Oceanic reports: Left San Francisco June 21st, first six days strong head wind and sea, thence to Yokohama fine weather. Arrived Yokohama July 9th. Sailed from Yokohama on July 10th, until within 200 miles N.E. off Turnabout, light moderate and southerly wind and fine weather. Thence to Turnabout increasing strong S.E. winds and high seas, backing to N.E. entering Formosa Channel and dirty appearance, Turnabout to Dodd Island, light northerly winds veering to E. and S.E. off Chapel Island, increasing to moderate gale, with hard squalls and a high sea. Southern sea to Breaker Point; when it moderated, wind steady at S. to S.E., with high southerly sea to port.
The German steamer Trilov reports: Had moderate weather, from port to port.

POST OFFICE NOTICES.

MAILS will close:—
FOR SWATOW, SINGAPORE & BANGKOK.—
Per Monak, at 11.30 a.m., on Tuesday, the 17th inst.
Per Yokohama, Kobe, &c.—
Per Oceanic, at 11.30 a.m., on Tuesday, the 17th inst.
FOR NAGASAKI, KOBE, YOKOHAMA.—
Per Malwa, at 11.30 a.m., on Tuesday, the 17th inst., instead of as previously notified.
FOR STRAITS & BOMBAY.—
Per Khita, at 11.30 a.m., on Tuesday, the 17th inst., instead of as previously notified.

POST OFFICE NOTICES.

MAILS will close:—

FOR AMOY & TAMSUI.—
Per Formosa, at 2.30 p.m., on Tuesday, the 17th inst., instead of as previously notified.
FOR SHANGHAI.—
Per Kulsang, at 2.30 p.m., on Tuesday, the 17th inst.
FOR HAIPHONG

LOCAL AND GENERAL.

PASSED SURVIVAL.
OUTWARD BOUND.—*Amphitrite*, May 18, Red Sea, 25; *Clarendon*, June 1, *Lantern*, 8; *Genoa*, 12; *Amphitrite*, *Hampshire*, 15; *Glennan*, *Westminster*, *Glennan*, 20; *Hesperia*, *Telegraph*, July 3; *Shenar*, *Cochran*, *Balkin*, *Sunking*, 6; *Cardigan*, *Glennan*, *Osiris*, 10.
INWARD BOUND.—*Amphitrite*, June 8; *Mosier*, 12; *Amphitrite*, 15; *Glennan*, 20; *Berwick*, *Strathmore*, 22; *Alton*, 26; *Frigo*, 26; *Glennan*, *Ningdon*, *Prometheus*, *Alton*, July 3; *Glennan*, *Diemich*, *Nickar*, *Smith*, 6; *Antenor*, *Kaiser*, 10.

The steamship *Natal*, with the *FRANCIS* MAIL, on July 16th, left Saigon on Saturday, the 14th inst., at 4 p.m., and may be expected here on or about Tuesday, the 17th inst. This Packet brings replies to letters despatched from Hongkong on May 6.

The O. S. S. Co.'s steamer *Stratford*, from Liverpool, left Singapore on the 11th inst., and may be expected here on or about the 17th inst.

The P. & O. steamer *Thetis* left Bombay for this port on the 17th inst., at noon.

The P. & O. regular fortnightly steamer *Tahara* will leave Bombay for this port on the 18th inst.

The typhoon seems to have entered the land at Swatow, where it is said to have blown with great violence.

We have received the report of the Yokohama Engine and Iron Works Ltd., but are unable to publish it to-night owing to pressure on our space.

It is notified in the *Gazette* that His Excellency the Governor has been pleased to recognize provisionally and until further notice Mr. Miki Saitow as in charge of the Japanese Consulate at this port.

A MAN named Lau Man Hing was charged by Inspector Swanton, before Mr. Sercombe Smith in the Police Court to-day, with keeping an agency for the sale of Tsa-fa lottery tickets, and was fined \$50, with the alternative of six weeks' hard labour.

A WELL-TO-DO Chinaman, who tried to save a fee of forty cents by having a pig killed in her own kitchen instead of at the slaughter-house, was brought before Mr. Sercombe Smith in the Police Court to-day, at the instance of Inspector Rau, and fined \$25, a distress warrant to be issued against her in the event of the fine not being paid.

The Band of the 2nd Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, to-morrow evening, commencing at 8 o'clock. The following will be the programme:—

March, "Love Lesson".....Drake.
 Overture, "The Merry Widow".....Meyer.
 "The Merry Widow".....Meyer.
 Aria, "The Merry Widow".....Meyer.
 Selection, "The Merry Widow".....Meyer.
 Selection, "The Merry Widow".....Meyer.

The French Government is evidently very anxious to conciliate the provincial Majors of France. The reason is not far to seek. The Comte de Paris has been making advances to them, and quite recently the Police issued a letter from the Comte to the Majors urging them to exert themselves on behalf of the restoration of the monarchy. Hence the banquet in Paris provided over by M. Carnot and the invitation to be present at the great review on the 14th July.

The man U Achong, who was arrested on a charge of manslaughter, as one of the men who caused the death of Ng Aing in Tank Lane recently, was to-day committed for trial at the Criminal Sessions by Mr. Sercombe Smith. Sergeant Jones said that Tan Achong, one of the three men who were tried on a charge of murder in connection with the same affair and acquitted, could not be got to give evidence as he had left the Colony.

NOTWITHSTANDING the threatening nature of the weather there was again a large attendance at Woodgate's Circus on Saturday evening. A number of new items were introduced into the programme, which were all well received. One of the best novelties was the highly humorous sketch "The Two Othellos" by Messrs Hazland and Love, which evoked roars of laughter. There will be no performance this evening, but the circus will be open again to-morrow night, when an attractive programme will be presented.

A CHINA WOMAN who was carrying food on board a junk near the Canton Wharf yesterday morning slipped off the plank on which she was walking and fell into the water. A large number of coolies saw the accident, but no effort was made by any of them to give assistance to the drowning person, the spectacle evidently affording them a good deal of amusement. Fortunately for the poor woman, however, Sergeant Duncan, Macdonald, of the detective staff, who happened to be passing, heard her cries and immediately jumped into the water to her assistance. He succeeded in getting her to the wharf and in a few minutes got her safely out of the water.

LEUNG AP, a shop-coolie, was brought before Mr. Woodhouse in the Police Court to-day on a charge of being in unlawful possession of a quantity of sandal wood of the value of \$18. This man was found with the property in a boat in the harbour. Mr. C. Murray, assistant to Messrs Jardine, Matheson, and Co., identified the wood by the marks on it as part of a consignment brought to his firm about three weeks ago by the British schooner *Spruce*. The wood was landed at Wanchai, from which place it was taken in lighters to the godowns at East Point. It was found that the sandal wood was about four tons short, and that the missing quantity, which was about five per cent of the whole consignment, must have been taken away during the process of discharging. Defendant said he had purchased the wood from a sailing vessel. He was fined \$5, with the alternative of three months' hard labour. The fine was paid.

Sh. Horta Costa has been elected member for Macao to the Portuguese Cortes, obtaining 182 votes against 124 obtained by his rival Sr. do Amaral. There was one vote not in order, so that 307 voted in all.

Four men, all of whom are connected with boarding-houses, were brought before Mr. Sercombe Smith in the Police Court to-day, charged at the instance of Inspector Craddock with acting as passenger brokers without being licensed. Mr. G. H. Watt, of Messrs Jardine, Matheson & Co.'s, said he acted as emigration broker for the S.S. *Wingang*, which left for Singapore on Saturday. He issued the tickets to the Chinese agents who sold them. No more tickets were issued than corresponded with the number of passengers. Which the ship could take, and the rest of that number not being all sold the remainder would be returned to him. A great deal of inconvenience was caused by passengers going on board vessels without tickets. Unlicensed passenger brokers were in the habit of putting men on board, and the passengers were made to believe were tickets. This was sometimes not discovered until the vessel was at sea, and if these ticketless passengers were in excess of the number the ship could carry, as the case in this instance, the ship would be obliged to return to the port. In this case it was reported to Messrs Jardine, Matheson & Co. that a number of men were on board without tickets and on the Captain's making an investigation before leaving he found 100 men in this position, 75 of them being in excess of the number of tickets. The case was remanded for a week, the defendants being allowed bail of \$500 each.

THE TYPHOON.

The movements of the typhoon have now ceased to be of immediate interest to the Colony, and it has been a relief to know that Hongkong was not on its list of victims.

Dr. Dobrock's list bulletin concerning the boisterous stranger was vague but comforting.

It was issued at 3.30 yesterday afternoon, and the following was the substance of it: "The typhoon is moving towards N.W. in China. Vessels can safely start on their journey. Previous to this, however, the messages from the Observatory were somewhat ominous. At 8.41 p.m. on Saturday the following notice was issued: 'The typhoon is raging in the neighbourhood of Canton. The typhoon is expected to be five hours late in the absence of direct telegraphic communication. At 8 a.m. yesterday the message from the Observatory was: 'The typhoon is approaching Hongkong from the E.' This, of course, led to a general expectation that the typhoon would be felt here in greater or less force, and among the shipping the usual preparations were made for encountering it. Some of the steamers in the harbour sought shelter, and those that remained kept steam up to be ready for emergencies. In the afternoon, however, the typhoon was not felt, and the neighbourhood of Canton is the only place where the typhoon is expected. The expectation was strengthened by the barometrical readings on Saturday morning, which showed a steady fall till about 10 a.m. yesterday. After various fluctuations between that time and six p.m. the barometer began to rise rapidly, and it soon became evident that the depression was past. The following were the readings at the Central Police Station yesterday:—

8 a.m.	29.30	6.30 p.m.	29.34
9 "	29.22	7 "	29.33
10 "	29.23	7.30 "	29.33
11 "	29.24	8 "	29.33
12 "	29.24	8.30 "	29.40
1 "	29.23	9 "	29.42
2 "	29.23	10 "	29.45
3 "	29.27		

The sound of a blast which took place at a quarry on the hill about 4.30 yesterday afternoon seems to have been mistaken by some people for the typhoon gun. No storm warning of this kind was given yesterday. The weather was gloomy all day yesterday, and in the afternoon heavy showers of rain fell, but beyond a series of pretty strong gusts from the South and South-east there was no high wind. It is believed that the typhoon approached pretty close to the Colony before turning northwards and going inland, and that the little we felt of it was therefore from its South-east edge.

CORRESPONDENCE.

MORE ABOUT BUSTLES AND OUSHOES.

DEAR BROWNE, I learn with amazement that you were not with me at the time when I was so much interested in the belief in the necessity of 'postscripts to the female form.' Being one of the long-suffering sisters who do not care to be seen in the streets in the same manner as the burden of either bustles or bouffants, or the discomfort of being laced in tight corsets, or propped uncomfortably forward on high heels, I beg to offer you my views on the subject. That skirts or petticoats are the most convenient form of attire for women is a fact which is not to be denied. It is believed that the typhoon approached pretty close to the Colony before turning northwards and going inland, and that the little we felt of it was therefore from its South-east edge.

Paris, June 18.—In the election held yesterday for member of the Chamber of Deputies for the Department of Charente, Gellipont (Republican) received 31,410 votes, while the other candidates received 29,598, and 29,598. The election was a very close one, and the result was a surprise to many. The defeat of Paul Dorelles has caused a commotion. The conservatives call it Boulanger's coup de grace.

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and abasement, rather than attempt to make ourselves conspicuous by leading in an entirely different direction. Yours truly, JACQUELINE.

HONGKONG RIFLE ASSOCIATION.

SILVER BOON COMPETITION—500 YARDS.

The second competition of this series took place on Saturday, the winner being Major Churchill. The shooting was very indifferent, no doubt owing to the dull light. The wind was very light.

Major Churchill	800
Colour-Sergeant Dickson	265554 23
Mr. E. Robinson	245525 23
Mr. J. Dade	245525 23
Lieutenant E. O. Smith	245525 23
Mr. H. O. Smith	245525 23
Mr. J. O. Smith	245525 23
Sergeant Fowler, H.K.P.	245525 23
Police Constable Watson	245525 23
Police Constable McLeann	245525 23
Police Constable A. Watson	245525 23
Mr. R. F. Drury	245525 23
Mr. W. C. Murray	245525 23
Mr. C. H. Thompson	245525 23
Major-General Gordon	245525 23
Mr. C. D. Wilkinson	245525 23
Police Constable McNab	245525 23

NEWS BY THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Ozamis* arrived to-day with the American mail of 21st June.

DEFEAT OF THE BRITISH GOVERNMENT IN THE COMMONS.

London, June 12.—In the Commons to-day Lord T. Jennings, Progressive Conservative, introduced a resolution directed against the frequent reorganization of the Admiralty, resulting in extravagant and premature promotions and bonuses. The resolution was opposed by the Government, and supported by Lord Charles Berkeford and others. On a division it was carried by a vote of 113 to 94. The opposition is greatly elated over the victory.

IMPORTANT QUESTIONS ASKED REGARDING THE SEAL FISHERIES.

London, June 18.—In the Commons this afternoon Edward Gurney asked the Government whether it was true that the American Government had officially announced the departure of the war ship *Dolphin* and three other armed vessels to the seal fisheries. Gurney also asked if the Queen's Government had sent a war ship to warn the masters of British sealers of the results of violating the Alaska laws, and if any of the vessels seized in 1886 and 1887 had been released.

Ferguson, Parliamentary Secretary for the Foreign Office, replied that, so far as the Government knew, no such announcement had been made by the American Government. The vessels mentioned relating to all the seizures were progressing.

THE HOUSE OF LORDS.

London, June 18.—Lord Salisbury today introduced in the House of Lords a bill to reform the constitution of that body. The measure proposes that not more than three peers shall be appointed yearly, three to be drawn from judges of superior courts, rear admirals, major-generals, ambassadors and privy counsellors. The Queen also has power to appoint two other yearly, not so qualified. Lord Rosebery, Argyle and others approved the motion.

A GERMANY-REVERENT ROULANDE.

Paris, June 18.—The election interest in politics remains in Paris this week is centered on the election in Charente, which will take place on Sunday next, for by the result of that election will be made clear how matters stand with Boulanger. He will stand or fall with the election, which has been described as his candidate. To vote for Paul Dorelles is to vote for Boulanger. If Dorelles is elected, Boulanger is beaten, and the chances appear at present to be Boulanger, who has been sinking dreadfully of late, will fall like Lucifer. If, on the other hand, the patriotic candidate, Dorelles, is elected, Boulanger will be beaten, and the Government is earning every nerve to effect the defeat of Dorelles.

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New York, June 18.—James Brown Potter and his actress wife have separated. Her tour across the continent was a financial failure. Her husband tried to persuade her to leave the stage for ever, but she declined to do so. She is now in contract with Henry E. Abbey.

THE POWER WILL BE PREPARED FOR EMPEROR WILLIAM'S VISIT TO THE ARMY.

Berlin, June 18.—Count Kalnoky, Minister of Foreign Affairs for the Empire, in a speech to the Austrian delegation to-day, said that the change in the Government in Berlin was the most important in recent political history. The alliance between Germany and Austria-Hungary has already proved strong, and there is a strong hope that it will survive the second change in Berlin. Nevertheless, the absence of security regarding the European situation, it behoves each country to rely upon itself and to solidify its defences in view of the possible occurrence of unforeseen events.

blow by the death of my dear and warmly loved father. This is, indeed, a serious and sorrowful event, in which God's decree places me at the head of the army. It is from a deeply moved heart that I address my first words to my army. But the confidence with which I step into the place to which God's will calls me is inviolably resting on the faith of my ancestors and duty my glorious ancestors have implanted in the army, and I know in how great a measure this feeling has at all times been manifested in the army.

A firm and inviolable attachment has been manifested in the army—a firm and inviolable attachment to its war lord. It is an inheritance handed down from father to son, from generation to generation; and in the same way I refer you to my grandfather, who stands fresh in all your memories as the personification of a glorious venerable war lord, such as could not be easily forgotten for in form more inspiring to the heart. I refer you to my beloved father, who as Crown Prince had already won a place of honor in the annals of our army; and to the lineage of glorious ancestors, whose names shine brightly in our history, and whose hearts beat warmly for us.

Thus we belong to each other—I and the army; thus we were born for one another; thus we will stand together in an indissoluble bond. In peace or storm, as God will, you will take the oath of mourning for my dear and warmly loved father, and the eyes of my ancestors look down upon me from another world, and that I shall some day have to render an account to them of the glory and honor of the army.

Dated Friedrichshagen.

The following order has been issued to the army:—

I have to inform the army, with deeply moved regret, that my beloved father, Emperor of Germany and King of Prussia, Frederick III., has departed this life peacefully in the Lord, and I, stepping to the place assigned by my dear and warmly loved father, will have assumed the Government of the land falling to me by hereditary right, and herewith, also, chief command of the army. It is, indeed, a profoundly grave period in which I address my first words to the army, which has only just ceased weeping outward signs of mourning for my dear and warmly loved father, who has departed this life peacefully in the Lord, and I, stepping to the place assigned by my dear and warmly loved father, will have assumed the Government of the land falling to me by hereditary right, and herewith, also, chief command of the army. 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These figures show a decrease of nearly 300 in the admissions, and a decrease of nearly 100 in the daily average number in the Gaol.

The record of prisoners in the prison Hospital last year shows an increase of 27 as compared with 1886, while the number of deaths shows a decrease of 3. In 1886 there were in that Hospital 229 cases and 9 deaths, in 1887, 263 cases and 6 deaths. In 1888 there were 262 admissions and 2 sudden deaths in the cells. In 1887 two suicides and one sudden death.

As usual there were no evidences of suffering from the deprivation of food, the opium, though almost to any form was carefully excluded from their treatment. The exclusion of opium is rigidly adhered to unless the treatment of the disease imperatively demands it; this, however, did not happen to be the case with any of the opium smoking prisoners under treatment last year.

I give the ages, consumption, and weights of the largest consumers received into Gaol. They were six in number, all had habitually consumed a mace, i.e., half-an-ounce of opium daily, the time they have been addicted to the habit of opium smoking is also set forth.

Age.	Consumption per opium diem.	Weight on admission.	Weight at end of 4 weeks.
36	20	4 mace	100
47	40	"	109
52	30	"	120
78	35	"	96
70	36	"	106
72	36	"	75

Those marked with an asterisk were under treatment for general debility, the others were under no treatment for other ailments. It will be gathered from these figures that the opium smoking habit does not interfere with the digestive powers. These men all consumed an amount of opium equivalent in value to 30 cents a day or \$0 per month. Therefore they must have been of a comparatively well to do class, and when at liberty could afford better food than that of the Gaol Hospital, for in order to live well (for instance, as well as the best class of Chinese servants) it need not have cost them more than \$3 per month for food.

Of the three not under treatment two decreased in weight, and the one who is 78 years old remained the same. A mace diet, that can digest the ordinary Gaol diet and keep his weight must have his digestive powers in excellent order.

There were 78 opium smokers of one mace a day received into Gaol, of whom 17 were taken into Hospital, none of them having any serious complaints as Table XII shows.

Moreover it must be remembered that opium smoking prisoners not under treatment have the ordinary rice and water diet one day every week, which would tend to decrease their weight. Notwithstanding this, however, most of those weighing under a hundred pounds remain of the average weight. The Chinese of the chain-gang are picked from the strongest of the prisoners, and their average weight is 110 lbs. It is only reasonable to expect that those who are above the average weight on admission should not add to it, and that it is idle to talk of the suffering which the deprivation of the opium entails. I do not think the suffering attendant on that deprivation is more than that of a tobacco smoker, if so great.

Opium smoking, held forth as the Chinaman's greatest vice is certainly not to be compared in its evil effects with the European vice of spirit drinking, a habit to which the Chinese as a nation are not given. Instead of making such an outcry and wasting large sums of money in trying to reclaim the Chinaman one cannot but reflect with how much greater advantage we might look nearer home and attend to our own need of reform, in respect of intemperance.

From the last September Dr. Marques took over the medical charge of the Gaol from me, and I took medical charge of the Lock Hospital.

Table XII gives the number, nationality, disease, and description of patients admitted to the Lunatic Asylum during the past year.

Nine were admitted during the year, of these three remain.

Fortunately there were no females in the Asylum at the end of the year, and it was therefore possible to utilize the empty ward as a small-pox hospital for European females.

THE TUNG-SI HOSPITAL.

The total number of patients treated in this Hospital was 2,231, of these 1,213 died, 376 having been admitted already in a moribund condition. The great majority admitted into this Institution are incurable in a destitute condition.

The number of out-patients treated was 139,010.

There remained in the Hospital at the end of the year, 158 cases.

There were no small-pox cases in the small-pox wards of this Hospital at the beginning of the year, but 310 were admitted during the last two months, of these 221 died. The majority of the admissions were children, a large proportion of whom were under four years of age and nearly all unvaccinated, 3,138 vaccinations were successfully performed by the vaccinators attached to the Hospital, which is entirely under the management of the Chinese.

On the 1st of September, 1887, by an order from Her Majesty's Government the compulsory medical examination of women was abolished. This decision having been announced to them the Europeans, Japanese, and petitioned for the Registrar-General and petitioned for the Chinese requesting that I should again take charge of this duty.

Every woman was interviewed separately by the Registrar-General at his office with a view to ascertaining if the request was entirely voluntary and whether any pressure had been put upon the petitioners by the keepers of houses of ill-fame. But such was not found to be the case.

On the attending the Hospital when I took charge on the 1st of September, I made it perfectly clear to them that they were not compelled to continue their visits unless they wished to do so, and every woman admitted to Hospital has since been told that she is free to go or to stay as she pleases and in only one or two trivial cases have I even had any occasion to advise them to remain. The attendance weekly has been very regular and orderly, and I have had no trouble with them what ever. I have no hesitation in saying that had these examinations been discontinued it would have been nothing short of a disaster to the health of the Colony. It was the steady attendance of women of three different nationalities should have shown such unanimous good sense and appreciation of the benefit to themselves of these examinations. Their decision speaks well for the way the examinations have been conducted, and the fact that the women treated should voluntarily have expressed a desire for a continuation of the practice and that no repugnance has been shown by them, prove that kind and civil treatment has not been misapplied in their case. These voluntary examinations have been now going on for over eight months up to the date of my forwarding this Report. I have had no complaint from any of the women of the treatment received by them from the nurses or attendant at the Hospital.

However, taking everything into consideration the type of disease from this source is for the most part of the mildest, and both the Military and Naval Authorities bear witness that no other British station shows such freedom from venereal disease of a bad type as Hongkong.

Table XIII shows the rate of mortality amongst European and American residents in Hongkong for the last ten years from all causes of disease. The number and percentage are the highest ever recorded, although during the year previous we had a light cholera epidemic. In 1887 small-pox became epidemic but the mortality from this disease in no way accounts for the increased death rate. In 1887 the deaths were 138 as compared with 103 in 1886 and 99 in 1885. The percentage of deaths to the population is 4.64 nearly doubling the average of the previous ten years. Dr. Ayres writes in his report that he has made a mistake in this paragraph. "The deaths in 1887 were 103, not 138, and the percentage 3.65, not 4.64."

I give below the Bills of Mortality for the fourteen years that I have been in the Colony amongst the Europeans and Chinese, as registered in Hongkong, from diseases that may be among other causes attributable to insanitary homes, filth poison, and overcrowding. As against the increased percentage of deaths from all causes it is satisfactory to note that the percentage from preventable diseases is still diminishing, though the population is increasing so rapidly from year to year.

In respect of these diseases which may owe their origin to insanitary conditions, we see that the European table of deaths keeps about the same average, while the Chinese table shows a very marked reduction, in fact the latter has never been so low for the previous ten years. The improved methods of surface scavenging and the thorough cleansing of tenements at certain periods, insisted on by the Sanitary Board for the last three years, appear to be doing a great amount of practical good. In 1886 there was a decrease in this table of nearly 400 deaths as compared with 1885; this year there is another decrease of nearly 400 deaths as compared with 1886. With these facts before us the Sanitary Board must have every reason to be satisfied with the result of their work in the practical sanitation of the town, although their best efforts will be, I fear, but of little comparative avail until their hands are strengthened by the new Public Health Ordinances, which it is very deeply to be regretted should not have been "confirmed and brought into operation last year."

During 1887-8 fever has prevailed extensively in the extreme Western District along the upper levels of Victoria, and a Medical Commission has been appointed by His Excellency the Governor to enquire into the nature and cause of the disease and to suggest preventive measures. This Commission has not yet submitted its Report.

In November, a very serious outbreak of small-pox occurred; there were 15 deaths among Europeans and 233 deaths among Chinese from this cause up to the end of the year. There was at the time a very large demand for vaccine, and the latter was telegraphed for to Japan, Australia, and England. The calf-lymph procured from Japan was found admirably put up for travelling, it arrived in excellent condition, and was effective and satisfactory.

The small-pox epidemic was severe while the latter end, necessitated the building of a temporary mat Hospital with 100 beds in the Government Civil Hospital grounds. So large was the number of admissions that it reached 50 cases in Hospital at one time. Thanks to the precautions and the energetic measures taken by the Sanitary Board, this epidemic was not of long duration. An Ordinance for the compulsory vaccination of infants has since been passed, and it will be interesting to see whether it can be successfully enforced among the Chinese population.

As the Government Medical Staff of the Colony at present stands each member of it has his full complement of work, and there is no relief possible in case of emergency, except from outside sources, which cannot always be depended upon. If any member of the Medical Staff falls sick there is no one to take his place. None of us as a nation have without great personal loss, as according to the Rules of the Service every officer absent on furlough has to find a substitute. The finding of a substitute is feasible in almost every other Department without detriment to the individual who takes his leave, for there is always some brother officer in the service who can take his place, or his limited duties of duty render it possible for him to find outside assistance. With the Medical Department, however, such is not the case. The duties require the incumbent of the office to be on duty at all times night and day, and there is no one in the Service that can relieve him. The Army Medical Department have hitherto come to our relief, but this cooperation cannot always be depended on, as from press of work, sickness, or other cause, the Army Medical Staff may be short of hands themselves. If therefore the recent recommendation of the Sanitary Board in favour of an Epidemic Hospital outside of the town be carried out it would be absolutely necessary to obtain the permanent services of an additional Surgeon.—I have the honour to be, Sir, your obedient servant,

PH. B. C. AYRES,
Colonial Surgeon.

The Hon. F. Stewart, Colonial Secretary.

REPORT OF THE GOVERNMENT ANALYST.

Government Civil Hospital, Hongkong, 21st April, 1888.

Sir,—I have the honour to forward a statement of the work done in the temporary laboratory of this Hospital during the year 1887.

During the months of February, March, and April analysis of 323 waters derived from wells or springs within the City of Victoria were made at the request of the Sanitary Board. My instructions were to simply "separate the wells into two classes, viz. those which were evidently much polluted and those which were not." Many of these waters had been examined in former years and in previous special and annual reports I have expressed my views on the danger incurred by the public in having recourse to the shallow wells in this City for a supply of water for domestic purposes.

In judging of the pollution of these wells I have some considerable experience was taken to ascertain the existence or absence of nitrates in the water of which in shallow wells, the water being, in the opinion of most chemists, held as conclusive evidence of the presence, in the water under examination, of fresh decomposing sewage.

Of the 323 waters examined 223 or 69 per cent. showed unmistakable evidence of the presence of nitrates; and 100 or 31 per cent. contained considerable quantities of free ammonia. The specimens of good well water I have analyzed in this Colony have been found to contain practically no free ammonia and certainly not even the faintest trace of nitrates.

In all cases an accurate determination was made of the amount of Chlorine present in the water and after a careful consideration of the chemical data and an inspection in many instances of the localities whence the samples were drawn, I placed 233 of the samples at 1 per cent. in the category of waters that were evidently much polluted.

I may add that the greater part of the remaining 95 samples contained Chlorine considerably in excess of the quantity found in water derived from wells that are without doubt uncontaminated; and in the last report on water analysis I submitted to the Board, a recommendation was made that when an abundant water supply was available the Government would do well to order the closing of all wells in the City of Victoria.

During the year nine samples of milk which had been obtained by the Nuisance Inspectors were analyzed at the request of the Sanitary Board. Of these three were returned as being adulterated. One of the specimens was estimated to contain at least 50 per cent. of water. Some time ago the necessity of checking the quality of the milk supplied to the Civil Hospital was very clearly demonstrated to the Civil Medical Staff, and it was decided that once a month samples from the morning and evening milk delivered by the contractor were to be analyzed.

To enable me to form a proper estimate of the quality of the milk an analysis is made, regularly once a month, of a sample selected at the Contractor's Farm from the mixed product of the whole dairy.

Too much weight cannot be attached to the necessity of providing the milk with milk of the best quality seeing that in many cases it forms their sole article of diet. Mr. Rogers, the Hospital Steward, has been, for some months, in the habit of noting the Specific Gravity and Temperature of every delivery so that all possible precautions are now taken to prevent an inferior article being sent up to the wards for the patient's consumption.

In all 26 samples of milk were analyzed during the year. The process adopted in every case is the one devised some years ago by Dr. James Bell, the Principal of the Somerset House Laboratory.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 10th of July, 1888, at Noon, the Company's S.S. *SAGALLEN*, Commandant HONORARY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 10th July, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 6, 1888. 1126

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco via Yokohama, on SATURDAY, the 28th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return, ... 350.00 To Liverpool for 6 months ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 11, 1888. 1161

Mails.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship *OTTY OF SYDNEY* will be despatched for San Francisco via Yokohama on THURSDAY, the 10th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return, ... 350.00 To Liverpool ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 3, 1888. 1103

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS LINES & STEAMERS.

THE British Steamship *ALBANY*, 3,451 Tons Register, Port of Call, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBE and YOKOHAMA, on THURSDAY, the 26th July, at 3 p.m.

To be followed by the S.S. *BATAVIA*, on the 28th July, and the S.S. *PARTHIA*, on the 30th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver or Victoria, Mex. \$160.00 To San Francisco ... 175.00 To all common points in Canada and the United States ... 230.00 To Liverpool ... 300.00 To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 26th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, July 13, 1888. 1171

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMERICA TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 a.m., the Company's Steamship *PREUSSEN*, Capt. G. Romm, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 10 a.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOHERS & Co., Agents.

Hongkong, July 6, 1888. 1193

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour are marked a.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.

- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kellett's Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albany	8	Porter	Brit. str.	1750	July 9	Adamson, Bell & Co.		
Bentley	3	Houtellier	Brit. str.	1119	July 15	Gibb, Livingston & Co.	Singapore	19th inst.
Bisagno	5	Tognasso	Ger. str.	1490	July 11	Carlovitz & Co.		
Canton	3	Brenner	Brit. str.	1111	July 14	Jardine, Matheson & Co.	Swatow & Shanghai	
Carlebrook	3	Cass	Brit. str.	973	July 15	Morris & Day	Saigon	
China	5	Uldup	Ger. str.	648	July 9	Melchers & Co.		
City of Sydney	3	Phillips	Amer. str.	3016	July 9	M. S. S. Co.	San Francisco	10th inst.
Daube	3	Phillips	Brit. str.	584	July 12	A. R. Marty		
Doutours	3	Uldup	Ger. str.	1197	July 12	Ed. Scheffels & Co.		
Davangong	3	Loeff	Brit. str.	1057	July 9	Yuen Fat Hong	Swatow & Bangkok	K'loon Dock
Duburg	3	Bertelsen	Ger. str.	927	July 12	Melchers & Co.		
Formosa	5	Hall	Brit. str.	674	July 10	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
General Werder	10	Schulze	Ger. str.	1420	July 9	Melchers & Co.	Yokohama	To-morrow
Guthrie	3	Loeff	Brit. str.	1500	July 10	Russell & Co.	Sydney	To-morrow
Independent	3	Schaffer	Brit. str.	971	July 16	Wheeler & Co.		
Khiva	12	Crowe	Brit. str.	1452	July 10	P. & O. S. N. Co.	Straits & Bombay	To-morrow
Kong Beng	4	Jones	Brit. str.	862	July 13	Yuen Fat Hong		
Kuatsang	11	Slesser	Brit. str.	1495	July 15	Jardine, Matheson & Co.	Shanghai	To-morrow
Malva	3	Crocey	Brit. str.	1707	July 12	P. & O. S. N. Co.	Kobe & Yokohama	To-morrow
Marie	3	Eichmann	Ger. str.	704	July 13	A. R. Marty	Hai Phong	To-morrow
Mongkut	3	Anderson	Brit. str.	859	July 12	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Namoa	3	Pocock	Brit. str.	926	July 15	Douglas Steamship Co.	Coast Ports	18th inst.
Oceanic	3	Metcalfe	Brit. str.	3808	July 16	P. & O. S. N. Co.	Yokohama & Kobe	18th inst.
Pilot Fish	3	Stapan	Brit. tug.	161	Sept. 27	K. & W. Dock Co.	Y'ham & San Francisco	
Polyhymnia	3	Schaffer	Ger. str.	1003	July 13	Simsen & Co.	Yokohama & Kobe	18th inst.
Socobow	3	Rowin	Brit. str.	313	July 15	Chinese	Hoihow, &c.	To-morrow
Tainan	3	Allison	Brit. str.	1453	July 15	Butterfield & Swire	Sydney, &c.	To-day
Wapping	3	Cheong Shang.	Chi. str.	227	July 13	Sanders & Co.		
Sailing Vessels								